Daily Diary Report by Bid Item

Contract No.: **04-0120F4**
Diary #: **389** **Const Calendar Day:** 425 **Date:** **03-Aug-2013** **Saturday**
Inspector Name: **Soheilifard, Saman** **Title:** **Transportation Engineer**
Inspection Type: Continuous
Shift Hours: 05:00 am 05:00 pm **Break:** 01:00 **Over Time:** 10:00
Federal ID:
Location:
Reviewer: **Awal, Mohammad** **Approved Date:** 04-Mar-14 **Status:** Approved

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** 60 - 70 **12 PM** 70 - 80 **4PM**
Precipitation none **Condition** Clear & Sunny

Working Day ☑ If no, explain:

Diary: Dispute ☐

IERBYS Site work

Saturday, August 3, 2013

Foundation Pour for the Terrace (IERBYS Improvements) - Site
I was at the office at about 4:15 preparing a spread sheet for the calculation of the variables associated with the concrete mix design components (Aggregates, water, cement…) It was not until about 5:30 that I got to the site at which time a combined group of carpenters & iron workers were installing the #5 vertical dowels for the ramp (Section K-K on plan sheet S105). These dowels were amongst the rebars that did not get installed yesterday.

Equally important was the issue with the temperature rebars that were not on-site at the time my arrival to the site. In fact, these re-bars showed up to the site only 15 minutes before the first concrete truck pulled in to the site at 7:07. The workers went to work immediately to install these rebars and they were finished by 7:45. The last ties were done close to the T8 wall as the pour worked in the West-East direction (starting at T1 wall) and as such tying these rebars began on the West end of the foundations. There was plenty of lap splice (greater than 25 times the diameter) and they were set with about 2"-3" offset to the questionable rebars. It was noted in yesterday's diary that due to the faulty installation of rebars, the required concrete coverage of 3'' was egregiously exceeded at several locations.
The part of the mat located under the ramp that was essentially on the ground, was picked-up to the desired location (3" off the ground). All the #5 bars with tails that were not tied to the bottom mat were tied prior to the pour. These rebars make up the first two rows of rebars used for the stairs (plan sheet S104).

The tails of reinforcing steel that were within 2' of the forms were cut off and water was sprayed over the 2" sand layer. This was a hectic time for while the workers were installing and tying rebars fast and furiously, two concrete trucks were waiting in the wings. Finally, the pour began at approximately 7:30. Jason Chung of Smith Emerey and I tested the concrete on load #2, which left the site at about 7:40. The test completed at about 7:45 with the following results:
Slump = 4 ½" (< 5" maximum) and designated for a 7-day break;
Temp.: 75 & 72 (Jason's gauge) with the surface temperature of 65F;
Location: the area confined between T1-T2 & TE-TF walls;

It should be noted that the concrete looked great for the duration of the pour. It was workable and did not exhibit any segregation whatsoever.
Once loads #3 & #4 were dumped the foundation area confined by T1-T2 walls was complete.

The 2nd testing and sampling was done on Load #12 at about 9:05.
Slump: 4 ¼" & designated for a 56-day break

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Temp.: 72 & 75 (Jason)
Location: area confined by T3-T4 & TA & TB walls.
Floating of concrete was in full swing at about 9:40 between walls T1 & T2, while there was a lull in the concrete delivery. The last load was No. 18 following the completion of which all foundation area between T1 & T4 walls was poured. It was not until 10:15 the concrete pour resumed to the east of E4.
Load # 22 was the 3rd and last load sampled and tested (at about 10:45) with the following results:
Slump remained at 4 ¼" & designated for a 28-day break;
Temperature: 75F
Location: T4-T5 & TA-TD walls
It should be mentioned that the mix design calls for a compressive strength of 35 MPa at 56 days with a slump of 100mm (+/- 25mm) and a W/C ratio of 0.4.
It is noteworthy that during the concrete pour stoppage, Conco heeded my requests for the application of the curing compound. I told Jose that the concrete between walls T1 & T2 are losing moisture as the sheen was starting to disappear. I would have liked for this operation to have begun sooner than it did; however, the overcast weather provided an advantage in slowing down of the loss of moisture. There was a long lag between the batching of load #26 and the clean-up load (last load) of 5 C. Y. of 53 minutes. A total of 265 C. Y. was delivered and poured in the foundation.
The pour was done at about 12:15 with the floating and trawling concluding at about 12:40.

04-0120F4 **Bid Item:** **081** **0-000-000.081** **CLEAN AND PAINT CABLE SYSTEM**

CERTIFIED COATINGS COMPANY

CCO-321 **Bid Item:** **001** **0-BDW-EFA.321** **IERBYS Building Work**

CONCO PUMPING

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor:	CONCO PUMPING							
Piledriver	JNM	juan zermeno	0.00	0.00	0.00	0.00		☐
Piledriver	JNM	Juan paredes	0.00	0.00	0.00	0.00		☐

Attachment

FoundationPour (3)

FoundationPour (2)

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FoundationPour (1)

FoundationPour (7)

FoundationPour (4)

FoundationPour (6)

FoundationPour (8)

FoundationPour (5)